



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- One driveway at N.E. 7th Court was identified as a potentially good access point in terms of safety

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- Amenities should be located at both ends of trail
- Maintain natural look—avoid too much signage
- Provide trash cans

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Identified one driveway for access (N.E. 7th Court) and one small parking area (Louis Thompson Road), but overall preference is to locate parking and major amenities at either end of trail (i.e., the state parks)

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Stop signs needed for cars
- Drivers accessing private driveways should have right-of-way across a public trail

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Cars should have right-of-way

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Amenities are for parks, not trails—keep the trail natural, free of structures



Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- None noted

What special considerations should be given to locating amenities along this section of the trail?

- Amenities are more appropriate for spaces where people can linger—this trail is a corridor, not a gathering spot

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Equestrian use doesn't seem appropriate due to narrow trail width, horse waste, and liability (there are steep grades in this section)

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Screen for privacy needed, but screen shouldn't block views
- Edge treatment should reflect character of the trail (i.e., shrubs, rockery)

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail should loop up closer to road to improve parking options, to limit residential activity along trail, to enhance utility of trail and trail experience—there are better views above on the road



East Lake Sammamish Trail
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Green Team Notes
Figure 3, 4 and 5 maps

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted